

### Patent Claims:

1. Method for determining parameters for the viscosity and/or temperature of a brake fluid of a vehicle for a predetermined pressure build-up within time limits in at least one defined section of a brake circuit and for detecting a pressure in the said section and/or a time which is required to build up the said pressure.
2. Method as claimed in claim 1,  
c h a r a c t e r i z e d in that the time which passes starting with the build-up of the pressure until the commencement of pressure rise is determined by way of detected pressure values and/or switching valves which initiate a pressure build-up.
3. Method as claimed in claim 1 or 2,  
c h a r a c t e r i z e d in that the maximum pressure is determined.
4. Method as claimed in any one of claims 1 to 3,  
c h a r a c t e r i z e d in that the pressure variation is determined as a function of time.
5. Method as claimed in any one of claims 1 to 4,  
c h a r a c t e r i z e d in that the pressure variation or a pressure quantity is determined after activation of a pump delivering the brake fluid or after opening of a valve.
6. Method for controlling the driving stability of a vehicle, wherein the input quantities (steering angle  $\Delta$ , vehicle

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reference speed  $v_{Ref}$ ) which are substantially defined by the desired roadway are converted into the nominal value of a yaw rate quantity due to a vehicle model fixed by operands and the said quantities are compared with the actual value of the yaw rate quantity measured by means of sensors, wherein the difference value found is sent to a control law in which a torque quantity (M) is calculated which serves to fix pressure quantities that generate an additional yaw torque by way of wheel brakes of the vehicle to bring the measured yaw rate quantity in conformity with the calculated yaw rate quantity,

c h a r a c t e r i z e d in that these pressure quantities (nominal pressure) are compared with pressure quantities determined in a pressure model, and the pressure quantities determined in the pressure model are modified or evaluated as a function of the parameters defined according to any one of claims 1 to 5.

7. Method as claimed in claim 6,

c h a r a c t e r i z e d in that the modified or evaluated pressure quantities are converted into valve actuation signals, and brake valves of the wheel brakes are actuated in response to the said signals.